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If our friends who favor us with manuscripts fo on wish to have rejected articles returned then must in all cases send stamps for that purpose.

De Facto.

This question has probably occurred to more than one of our readers:

"TO THE EDITOR OF THE SUN-Sir: Suppo that on a recount of the ballots it was found that WRASAM R. HEARST was elected. Would it not in validate everything that McCLELLAN has done and make him and his appointees responsible for all contracts and money they have paid out? " NEW YORK, January 7.

We have no doubt that all the acts of Mayor McCLELLAN and his administration which would be yalid if there had been no contest as to his title would be held equally valid as the acts in good faith of a Mayor de facto. Such is the general policy of the law and of the courts in interpreting the law.

No More Lieutenant-Generals.

The Army Appropriation bill of last winter included a proposition to abolish the rank of Lieutenant-General. 'The provision was ruled out, if memory erves us, on a point of order. The bill which will be considered during the present session includes a similar provision. It is much to be hoped that our legislators will give it their approval.

The grade of Lieutenant-General is entirely superfluous, if not entirely ridiculous, in a time of peace, and is quite unnecessary even in a time of war. . It is a mark of distinction, a recognition of meritorious service, rather than a necessary or even a useful post in our military organization. Washington held it in his day, and Scott held it in his. The civil war gave it to four others, GRANT, SWERMAN, SHERIDAN and SCHOFIELD. although the latter secured it only in 1805 after a struggle of many years duration. It took 125 years to make six Lieutenant-Generals. They have been made at the rate of one a year for the last six years. Of the six of recent creation five were veterans of the civil war, who served with distinction in our later disturbances. The other, General Con-BIN, won his stars in the department of administration.

With the six names of an earlier time and the six of later date our list of those who have won the honor conferred upon them should be regarded as completed until some great national struggle shall bring to the front the names of soldiers worthy to rank with them. Following General MACARTHUR, the present Lieutenant-General on the active list, there are men of worth and soldierly qualities. There are a few who were line officers during the whole or a part of the civil war. There are some who have done excellent work of its kind during recent years. But there is no man who can with any right whatever lay claim to an nor which until 1895 was given only to ch men as Washington, Scott, Grant, SHERMAN and SHERIDAN.

Let the grade be abolished before it mes only the fruit of mere personal or political pull instead of a high honor conferred for distinguished service.

Where Would Emperor William Stand? Since the London Standard declared that the British nation would remain faithful to its Japanese ally and would fulfil its treaty obligations, even if these hould cause a disastrous collision with the United States, American citizens are awakening to the possibly grave results that might follow a rupture of our friendly sistions with Japan. The seriousness of the suggested contingency, however, need not be exaggerated. It is not probable that we should find ourselves strained to cope unaided with the bined strength of the Japanese and British navies.

We cannot bring ourselves to believe hat the present Liberal Government will concur in the view taken by the ndard of the Anglo-Japanese treaty and of Britain's duty thereunder, but let us suppose for the sake of argument at such concurrence will be authoriatively announced. How many days reafter would be likely to elapse pre our State Department received from Berlin an intimation that if Britain uld side with Japan in a war against the United States the latter country might count with absolute assurance on

the aid of the German navy and army? For years Emperor WILLIAM has endeavored to convince us that not England, but Germany, is America's best friend. In the furtherance of his purpose he has borne patiently many ouffs, and it cannot be gainsaid that during the last twelvemonth he has made noticeable progress toward his objective. The relations of his Governnt and people with those of the United States have never been so cordial as they are to-day. By his extreme reluctance to impose the maximum duties of the German tariff on our commodities he has thown a willingness to pay a great price for American good will. He has had the good sense also to seek our esteem and sking, by gracious attentions, not so much to representatives of our fashionindustry, the heads of our great univerthing that could be done in the way of international courtesies would be so

would not see, unmoved, an attempt of lowed in the Congressional Record by the the Japanese and British navies to drive from the ocean the Stars and Stripes.

Whether the German and American war fleets could be brought together so as to act in conjunction without having been attacked and crippled separately by the sea power of Britain is a problem in naval strategy the solution of which is doubtless difficult. Assuming, however, that such a conjunction could be effected with reasonable promptitude we must recognize that the united force should prove a match for any that England could collect at short notice in the British Channel. Nor will it be pretended that, ship for ship and armament for armament, Americans and Germans would have any reason to dread British opponents. The outcome, therefore, of a sea fight under the conditions supposed would be at least doubtful. and, obviously, if Britain lost she would be exposed to instantaneous invasion at the hands of a German army. No British military expert believes that his country would be able to resist successfully if 100,000 German soldiers, properly equipped with artillery, were once landed on her soil. So far, indeed, as numbers are concerned, if control of the British Channel were assured to the Emperor WILLIAM for a fortnight not 100,000, but three times that number of troops night be placed in England.

We have shown how Emperor WILLIAM might help the United States if he chose. What could we do for him in return? By subscribing to loans we could immensely help Germany to bear her financial bur dens. There is, as Emperor WILLIAM knows, scarcely any limit to the services of this kind that we might render. No European sovereign, no European statesman, is more keenly alive than he to the incomparable magnitude of our pecuniary resources. We have the money, he has the men, and the two put together would have the ships.

In view of all the circumstances an offer from the German Emperor of an offensive and defensive alliance might prove a fitting rejoinder should an official declaration be made that Britain would side with her Japanese ally even against the United States. We repeat, however, that in our opinion no such declaration will be made so long as-Sir H. CAMPRELL-BANNERMAN remains Premier and Sir EDWARD GREY retains the Foreign Office.

The Height of Kunchinjinga.

Here is a notification to life insurance companies that the law has something to say about the nature and extent of their real estate investments, including tower building. The subjoined warning was intrinsically important. It was doubly important and impressive considering the source from which it came:

"Despite these restrictions [of law] the testimony taken by the committee discloses flagrant abuses in connection with investments in real estate. Under the guise of procuring suitable accommodations for the transaction of business, excessive amounts have been expended in the acquisition of land and buildings not necessary in any sense for the uses of the corporation, which yield a poor return upon the amount expended.

"Only by successive reductions of the bool value have the companies been able to show earnings equal to those demanded by the law regulating their reserves. These reductions of book value, in order to exhibit a given rate of income, while important for avoiding an overrating of assets, frequently tend to obscure the large sums which have either been lost or rendered unproductive.

statements of insurance corporations should be required to show not only the value at which the properties are carried upon the books and the claimed market value, but the actual cost in each case, together with the gross and net incomes re-

"No further purchases of property should be permitted under subdivisions 1 and 2 of Section 20 of the insurance law or under Section 14 of the general corporation law without the consent of the Superintendent of Insurance upon his finding that the acquisition is necessary. Section 13 of the general corporation law, providing that the Supreme Court might authorize purchases of real property in lieu of similar property disposed of. should be rendered inapplicable to insurance corporations."

These recommendations, all designed to safeguard the policyholder by rendering still more difficult extensive or fantastic investment in real estate by insurance corporations, formed part of the report of the Armstrong committee last year. The recommendations are generally believed to have been written by Mr. HUGHES, then counsel for the committee and now Governor of New York because he was counsel for the committee and did his work as such with unparalleled

courage and thoroughness. The foregoing recommendations were all carried out by the last Legislature. The amended insurance law provides in Section 103 for the annual statement of actual cost and gross and net incomes. Section 20 of the amended law provides that no real property shall be acquired by any domestic life insurance company. either as a principal office or for the convenient transaction of its own business, except with the approval of the Superintendent of Insurance. Section 13 of the general corporation law was also amended in the manner suggested by Mr. Hughes and the Armstrong committee.

It is obvious that no Kunchinjings are legally possible without the approval of the Superintendent of Insurance. He must find that they are necessary to business.

A Pike County Jest.

In the House of Representatives the other day the Hon. CHAMP (formerly BRAUCHAMP) CLARK, the Pike county spelling reformer, lifted up himself and

his voice to ask this question: "To what committee has that portion of the President's message about race suicide and divorce been referred?"

Mr. CLARK is the foremost humorist of Bowling Green, Mo. As will be seen, he was laying the train for an explosion able society, who have but little or no of his facetiousness. The Hon. SERENO influence, as to our men of light and E. PAYNE, on the contrary, is one of the eading, our financiers, our captains of most serious men in the world. He was born in a frock coat. He told the frolic and scientific institutions. A Missourian that the part of the message adship built upon such foundations referred to "would naturally go to the apt to be solid and durable. But Committee on the Judiciary," as it involved an amendment to the Constitution. Still, a special committee might tain to attain the end desired as a be appointed. Thereupon Mr. CLARK classifies that the German Empire | produced his little joke, which is fol- | rents, hidden shoals and thick weather |

conventional formula "[laughter]", although many of us are able to read it without breaking into a guffaw:

" It seems to me that it would need an amend nent to somebody's constitution."

With the utmost deference to Mr. PAYNE we venture to suggest that while the paragraph on divorce might have gone properly to the Committee on the Judiciary or to a special committee, the paragraph on race suicide should have gone to one of the other committees. The Committee on the Census would have been its natural destination. Or it might have been sent to the Committee on Education, the Committee on Merchant Marine and Fisheries, or the Committee on Ventilation and Acoustics We are not sure that the Committee on Interstate and Foreign Commerce might not have asserted jurisdiction over it. The Hon. ALBERT JEREMIAH BEVERIDGE may even now be pondering a bill excluding from interstate commerce articles shipped to or from parents, or either of them, who have not the prescribed minimum of children. Where there's will there's a way; and the Hon. CHAMP CLARK should not jest over a policy that may yet be among the "demands" of a Democratic or a Republican national platform. In the view of omniscience nothing can be large and nothing can be small. A paternal Government must and will look after everything and everybody; nor is it the cue of politicians to discourage additions to their party.

Jurors. The Legislature will be asked again to add more professions and trades to the list of those whose members are exempt from jury duty. Last year the public accountants wanted to be relieved, and the arguments advanced to support their request were as strong as those which have already resulted in putting many persons beyond the reach of the trial courts. The list of those who are exempt from petty jury duty is already formidable:

Clergymen, physicians, surgeons, veterinary surgeons, surgeon dentists, pharmacists, pharma eutists, embalmers, attorneys and counsellors at law, professors and teachers in colleges and schools. editors, editorial writers, reporters, officeholders under the Federal, State, city and county govern ments "whose official duties prevent their attend ance"; Consuls of foreign nations, captains, engi neers and other officers of vessels making regular trips; licensed pilots, superintendents, conductors and engineers of railroads other than street railroads: commércial and railroad telegraphers: honorably discharged firemen; active and honorably discharged members of the National Guard active members of the Old Guard; licensed englneers of steam bollers, election officers, persons physically incapable, and citizens serving on th grand, sheriff's, special and municipal court juries.

It is a very extensive catalogue. It is not the work of a single Legislature, nor has it reached its present dimensions as the result of a deliberate intention to throw jury duty exclusively on a small proportion of the population. From time to time various interests have sought to escape the obligation to serve in the courts, and the law makers have good naturedly obliged, many of them probably without taking the trouble to inform themselves how matters stood. The outcome of the legislation has been to put the whole burden on merchants, men in a few professional pursuits, and clerks. Under the conditions the generally satisfactory character of juries is worthy of remark. The arrangement is most unfair to the citizens not in the exempted classes, however, and the State deprives itself of the services of many capable scrutinizers of fact whom it might otherwise employ in its courts.

Sea Disasters in 1906.

"They that go down to the sea in ships, that do business in great waters," are relatively safer than those who travel and work on American railroads. In 1905, according to the Interstate Commerce Commission, 3,898 persons were killed and 76,524 injured in railroad accidents in the United States; the figures for 1906 are not yet compiled. Of the killed 3.361 were employees of the railroads and 66,833 of the injured were employees. There is a painful impression that the casualties of 1906 will exhibit still larger totals.

Sea travel on the transatlantic steamships is less hazardous than making the parsage of Broadway at Twenty-third street. Indeed, one is more likely to be struck by lightning in bed at home than to lose one's life as a passenger by one of the old reliable lines. It is those who do business in great waters in the Seven Seas that take their lives in their hands. The record of wrecks and the death harvest for 1906 has been made up by Shipping Illustrated with the help of the cable. The returns are not all in, of course; and some time must elapse before overdue ships can be classed as 'missing." This record shows that in 1906 350 vessels were wrecked, burned, stranded, sunk, destroyed or lost without being heard from. Fifteen were burned at sea and twenty-two suffered the nameless fate. We are told that "the list of serious marine wrecks for 1906 is one of the greatest that has been tabulated in many years."

The most appalling disaster reported was the burning of the British steamship Hankow in the China Sea, with a loss of 1,450 lives, on October 14. On August 4 the Italian steamship Sirio struck on one of the Homiges Islands, near Cape Palos, Spain, and owing to a panic among the crew 159 persons perished. A scarcely less terrible catastrophe was the stranding of the steamship Valencia on the coast of British Columbia on January 23, when 114 persons were drowned in sight of shore and close under rugged cliffs where observers stood helpless to rescue them. The hurricane in the Caribbean in Ottober strewed the east coast of Florida with wrecks. On one houseboat lorded with workmen 101 went to the bottom. The Brazilian battleship Aquidaban blew up on January 21 and 212 men lost the number of their mess. One steamship, the Anglo-Peruvian, collided

with an iceberg and foundered. Looking down the list of wrecks you will see the name "schooner" recur, and in almost every instance her grave was in the North Atlantic. Treacherous curmake navigation a constant hazard from Cape Race to Hatteras. There were so many wrecks on the coast of the Maritime Provinces last year that "Canada," so Shipping Illustrated reports, "is seriously contemplating for the first time in her history the establishment of lifesaving stations along the Gulf of St. Lawrence." But when the last word is said about the dangers to which the sailor is exposed and the risk of those who sail with him, sea faring and sea travel the world over are more fearful in the pages of CLARK RUSSELL, JOSEPH CONRAD and FRANK T. BULLEN than in real life.

Captain Bill.

Largely through the good offices of Senator FORAKER, who has a kindly eye for eccentric character, Captain BILL McDonald of Texas has an aisle seat. technically called a "whiskey seat," in the front balcony of the theatre of Fame. Captain BILL is memorable as the man who volunteers to "charge hell with a bucket of water." He seems to have taken personal charge of Brownsville. He orders United States military officers about, haughtily and contumeliously. He is a terrible and fatal man and Captain. While he is commander of a company of Texas Rangers, it seems clear that he is born Rough Rider. His past is lovely His future must be glorious. In spreading him and his hell and his bucket of water over the often too arid pages of the Congressional Record, Senator FORAKER has enriched literature and contributed to the entertainment of mankind

Of course, Captain BILL is "a little bit of a fellow." His waist can almost be spanned "with two hands," a measurement dependent upon the size of the hands, but indisputably romantic, fairylike and ladylike. Captain BILL looks as 'docile as a lamb," yet he expectorates bullets as the girls in the folk tales expectorate pearls. He always sleeps with two pistols by his side, whether he is in a hotel or on the plains. "Day and night he wears a big .45." He has been shot up copiously, but the more lead he eats the healthier he is. Senator CULBERSON guarantees that Captain BILL is as honest and truthful as he is brave. In short, a rare man, a man of peace, who has been in some able fights. For instance:

"Ten years ago Captain McDonald had a pistol duel with Sheriff Jon MATTREWS of Childress county and two deputies at Quanab. He killed Sheriff Matthews and was himself wounded almost to death. The two men had trouble over who should have custody of a prisoner whom Captain McDonald had arrested in an adjoining county Sheriff Matthews and two deputies came to Quanah with the avowed intention of killing McDonald. The latter heard of this threat and was prepared for trouble. MATTHEWS and McDonalD met upon the public square and both pulled their pistols. MATTHEWS got in the firs shot, the bullet going through McDonald's right lung. They were within ten feet of each other, but the force of the bullet and the terrible wound did not floor McDonalD. He fired at MATTHEWS and the bullet struck a piece of plug tobacco and a thick notebook that shielded MATTHEWS'S heart. The two men fired the second shots simultaneously MATTHEWS was struck near the heart and he fel to the ground unconscious. McDonald was hit in the right side and the bullet ranged upward and came out at his neck. While MATTHEWS and McDonalD were having this duel the two deputies of MATTERWA were shooting at McDonalD at close range, but all of their bullets went wild.

"When McDonald saw that he had killed Mar-THEWS he turned his attention to the two deputies. He fired at them as they fled down the street and he then sank down unconscious. He was a long

He has fought Indians, Mexicans, cattle thieves, smugglers and robbers. A hero from the forgotten times of Mr. BEADLE'S and Mr. MUNRO'S novels. In Texas the age of romance survives.

The Senate, blind to art, refused to illuminate the Congressional Record with the illustrated Panama message. That document, with twenty-seven pictures, can now be had of the Superintendent of Public Documents for fifty cents. Thus art triumphs over malice and ignorance

I would attempt to swim the Mississippi River even at this season of the year to give Senator FORAKER an opportunity to cross-examine me about those criminal negro soldiers he is voluntarily defending in the Senate.—Captain BILL MCDONALD with Tree Reserve.

As Captain McDonald was not in Browns ville on the night of the raid a cross-examination by the Senator would elicit only hearsay evidence, and no doubt a great deal of it. So it won't be necessary for the gallant Captain to battle with the ice floes of

A Rope Railway. From the Zeitschrift des Vereines Deutscher Ingeni-

A rope railway has been built to connect the con per and silver mines at Upulungos, in the heart of the Cordilleras, with the railhead of the Argentine Railway at Chilecito. The nature of the mountainous country did not admit of an ordinary rail-

This new rope line, twenty-one miles long, consists of a main carrying rope and a guide rope, and is in duplicate, having four ropes for the up and down traffic. There are nine stations; the ropes are carried from one station to the next at varying elevations, and are anchored at each station cars for the transport of the ore, &c., are slung on the main ropes and are suspended from them by rollers which run along the line. At each sta-tion they are transferred to the next rope, thus dividing the strain, and for great distances the opes are also anchored between the stations. The difference of level between Chilecito and Upulungos is over 11,000 feet, and the gradients are very steep, sometimes as much as 30 per cent. The cars descend by their own weight, and their nomentum serves, as in an ordinary funicular railway, to raise the ascending cars on the up line several stations there are gines to supplement the power. Each carload is half a tongof ore; the maximum delivery at Chilecto is forty tons per hour, and twenty tons for the return journey to Upulungos. The speed of the cars is

about 500 feet per minute.

The ropes are supported and their tension maintained by fron trellis girders at intervals between the stations. There are 275 of these girders, varying from 10 feet to 160 feet in height, and the spa of the rope between them is from 300 feet to 3,000 ding to the nature of the ground, which is deeply cleft in many places. In one section the line a tunnel 1,000 feet long has been necessary.

The Expressman's Graft.

TO THE EDITOR OF THE SUN-Sir: There is eviof the express companies to suppress the petty thievery of their subordinates in collecting charges a second time, on delivery, for packages already prepaid by the shipper.

The experience of your correspondent who has been swindled in this way is a common one. One may be morally sure that the giver of a present sent by express has not left the charges to be paid by the recipient, yet one cannot look a gift horse in the mouth, so to speak, and consequently the question is left unasked.

If the companies wished to protect their customers they could easily affix an immovable and unmistakable mark upon each package at the time of payment indicating that it was prepaid. Failure for so long a time to adopt this simple precaution indicates an indifference, to say the least, to the opportunities given for this form of malversation to their employees at the expense of

THE COLOR LINE IN THE ARMY.

WASHINGTON, Jan. 7.—It is singular than proposal to do away with the "color line" n the army should come from a South officer, Captain Matthew F. Steele, who is a native of Alabama, a graduate of West Point, and who served on the staff of General Joseph Wheeler in Cuba.

In an article in a recent number of the North

American Review Captain Steele calls for the

repeal of Sections 1104 and 1108 of the Revised Statutes, which provide that the enlisted men of two regiments of infantry and two of cavalry shall be "colored men." The regiments organized under this law of 1866 were the Twenty-fourth and Twenty-fifth Infantry and the Ninth and Tenth Cavalry. Their commissioned officers are white men and among them have been General William R. Shafter, who once commanded the Twenty-fourth, and General Guy V. Henry, who was once a Major in the Ninth. It is pointed out by Captain Steele that while the colored recruit is excluded by implication from white regiments in the service there is nothing in the statute law to prevent "colored man" from becoming "the Colonel of any of our regiments or the chief of any corps." It is pertinent to say that negro graduates of West Point have never emained in the service long, and no member of Congress or any President ever thinks in these times of appointing a negro to the Military Academy. It was only the other day that Representative Slayden of Texas introduced a bill providing for the ischarge of all negro soldiers in the army on or before June 30, 1907," and prohibiting the enlistment or appointment of negroes thereafter. Mr. Slayden will read with amazement the following bold opinion of

Captain Steele: Of a truth, the law which places the mark e color on four of our regiments is out of date now, if it ever was timely. It is contrary to the spirit he Constitution and to the good sense of the twen tieth century. There is no good reason why blacks or whites should be excluded by the law of the land from any troop, battery, or company in the service. Recruiting officers should enlist the besimen to be had, without distinction of color, and each man should be assigned to a regiment according to his choice and the best inte

tary service. A bill introduced in the House on Decem ber 4 by Representative Garner of Texas -the Slayden bill saw the light on the same day-would open the way for the enlistment of negroes and their assignment to white regiments. It provides simply for the repeal of sections 1104 and 1108 of the Revised Statutes, which Captain Steele declares are But we venture to say out of date now." that Mr. Garner is not in favor of doing away with the color line in the army. His

method of excluding negroes from the service altogether is more subtle than Mr. Slavden's.

Tradition and sentiment seem to com bine to keep the negro soldier with the colors in some form of organization. Ne groes served with distinction in the Continental army. In Varnum's brigade o Sullivan's army operating against Newpor there was a regiment of negroes; and in the battle of Rhode Island "none behaved better," it has been said, "than the raw troops of Greene's colored regiment, who three times repulsed the furious charges of veteran Hessians." In the civil war Colonel Shaw's black regiment had the post of danger in the assault on Fort Wagner in Charleston harbor, and under a terrific fire it gained the parapet of the fort, plant ing the flag, but losing nearly all its officers and most of its complement before being driven back, a mere fragment, under the command of a lieutenant. Six months later there were 50,000 negroes in the Union ranks. On the Confederate side the Congress at Richmond authorized the enlist ment of negroes toward the close of the war, being urged thereto by General Lee himself.

The four negro regiments now in the army have a creditable record of forty years of frontier service. Indian fighting and Spanish war campaigning. It is not to be doubted that if a great military power invaded the United States the negroes would want to serve with the colors, and they would be accepted with warm tributes to their patriotism. It is not likely the American people will shut the door of hope on the negro who applies for enlistment in time of peace. Nevertheless, Captain Steele's proposal to repeal the law of 1866 and draft negro recruits among the other regiments in the service is not likely to

Pitcairn and Easter Islands Heard From. From the London Daily Graphic.

Before leaving Valparaiso for Easter Island

that the last heard from the Island was fifteen months ago. A schooner, the Sarita, which had left Valparaiso eight months before, had not since been heard of. On anchoring off Easter Island we were visited by the Governor, Mr. Cooper (an Englishman), who informed us that the schooner had arrived, but a few days later had gone ashore and broken up in a gale-fortunately without any loss of life. We took two of the shipwrecked cres who had spent six months on the Island, to Tahiti with us; the remainder, who are in the service of the Chilean Government, chose to stay on the isl-and. There are eight Europeans and about 200 natives on the island, which is leased for sheep farming and cattle raising purposes from the Chil-ean Government. Quaint indeed are the grotesquely carved images which are to be seen in large num-bers throughout the island. The figures vary from eighteen to thirty-six feet high and all have the same disdainful expression. Many have fallen down on their faces and are to be seen scattered over the island, generally close to the stor forms, on which they were erected. They are carved out of the gray lava found on the north of the island. The top of the head in all cases is flat and was formerly crowned with a huge circular red stone, one I measured being sixteen feet in

Five days after leaving Easter Island the Cambrian and the Flora anchored in Bounty Bay, Pitcairn Island, where we received a very warm welcome from the islanders. There was no sick register for the past five years shows there were three births on the island in 1902, six in 1903, six in 904, two in 1905, and one in the first half of this year (1906). During the last six years there hav having occurred twenty months ago.

This is the first visit of a British man-of-war since the Shearwater called in January, 1903, and as the missionary schooner has been lost commu with the outside world is totally de chance calls of passing vessels. The islan many friends and some relatives in San Francisco and Tahiti, and we brought them the first news of the disasters that have befallen those places. got abundant supplies of fruit and vegetal pigs and goats are the only edible animals on the sland. Thursday October Christian, the grand of Fletcher Christian, the mutineer, is still hale and hearty at the age of 87.

Detached Wolverine Thoughts. TO THE EDITOR OF THE SUN-Sir: I see that a

Yankee woman has got up an anti-noise crusade Now, what about the women's voices? Don't they make noise enough? I think a woman's voice beats anything I ever heard. A restaurant keeper here has a sign out thus: "Turkey dinner to-morrow; price, 25 oysters."

isn't that rich? The English people talk against America for graft. How about their King, who is rolling in luxury; fat Bishops, Lords, doctors, who are al-ways raising money for hospitals, &c.? Don't you think this grand weather is owing to the change in the Gulf Stream?.

King Eddy is like Robin Hood: he robs the rich to give to the poor. As yet I have heard none of these so-called parsons talk on vivisection.

Force of Habit. Stella-So he gave you his seat after he got to a-Yes; I blushed and said. "This is so sudAMERICAN - RESOURCES.

Advantages Over Great Britain in Cas TO THE EDITOR OF THE SUN-Sir: reference to the letter of Mr. Charles E. T. Stuart-Linton in THE SUN of January 8 1 eg to bring out a few facts which he eviden

forgot or did not care to mention. In comparing the population of the United States, which is 85,000,000, with that of the British Empire, which he says is 400,000,000 Mr. Stuart-Linton fails to state that a great proportion of the population of the Briti Empire is composed of the people living

possible to get more than a few regiments of "loyal" troops from India but on the other hand would compel England to keep ap army in India to prevent any uprising, which would be sure to take place if England withdrew her troops from that country.

Then again, England would have to keep a guard in South Africa in order to preven the Boers and other people of her possession there from rising to overthrow the British

Mr. Stuart-Linton also says that it is quality not quantity, which counts and that the majority of the people of the United States are no longer Anglo-Saxon but composed of colored people. Poles, Slavs and Italians and other races of Europe. Very good, but he must also remember that the Anglo-Saxon of to-day is no longer the Anglo-Saxon of 100 years ago, who was praised for his valian deeds, &c., and that the Italians and othe for a few years not only have the physique of their own lands or countries but if under proper training also have the advantage of the "American nerve." The American cli-"American nerve." The American cl

mate and customs work the changes.

As for the Russians and Poles, if any class of people have a hatred for England it certainly is the Russians, as England well knows, and may be safely said that Russia take the first opportunity to make war agains Great Britain. Russia has never had any war or trouble of any serious nature with been friendly; and by the way it was Rus sia's interference that prevented England from openly declaring war against the Union and siding with the Confederates during the civil war. This statement has often been denied by a great many Englishmen and

English Americans but nevertheless is true.
As I have already said, England is no longer ed of the type of Anglo-Saxon who lived 100 years ago, but is also composed of people from all parts of Europe. Therefore, sifting the whole matter down, if any war was to be declared between Great Britain and the United States, which is by no means impossible, it would mean an international

On Great Britain's side would be Great Brit ain and Japan; on the side of the United States would be the United States, Russia, Germany and possibly France. Mr. Stuart Linton has spoken of the friendly relations existing between Great Britain and France It is true that the two nations have come to a friendly agreement, but it also must be remembered that France is practically Rus-NEW YORK, January 7.

Angle-American Federation. To THE EDITOR OF THE SUN-Sir: I read Mr. William M. Coleman in to-day's SUN or Anglo-American federation. While I agree with the letter in principle I cannot help realizing the almost insuperable obstacles in the way of his plan.

There is really no sane reason, however, against an entente cordiale, followed by an absolute offensive and defensive alliance between the United States and the British Empire. This is certainly desired by British statesmer, and the idea is warmly cherished by many officers of the American army and

navy.

An alliance would prove economical for England and America, for with their forces united for practical purposes they could reduce their naval estimates.

What is to be desired is, first, the federation of the British Empire; secondly, an alliance between that empire and this country, and thirdly, some ultimate form of federation between the British and American peoples.

C. STUART-LINTON.

NEW YORE, January 5.

A Canadian Opinion. TO THE EDITOR OF THE SUN-Sir: Growing fat as we are in these golden days of prosperity and in your paper are most disconcerting. Who is craving for battle, murder and sudden death? Who is so anxious to give Canada short shrift Was he bit by Nipissing?

"Tis true that most of us here have looked with regret upon old England's pandering to Uncle Sam. Her retrocession from traditions of sturdy independence and self-respect have soured us and aroused our disregarded resentment. We under stand the cynical complaisance with which you sceept such offerings of friendship. But the der is that you should express annoyance at our mother country regaining an almost impregnable position in world politics or count on shadowy ontingencies arising therefrom.

War between our people and yours is a remote possibility. It would convuise industry, creature comfort and good feeling. For fire eating Generals and soldiers whose business it is (may the tribe lecrease), or for mischief making civilians with assured competences, no great inconvenier involved. Poor devils, however, who have fami-lies depending upon them and their "jobs" curse the thought and its instigator. Live and let live MONTREAL, January 5.

In the Socialist Millennium.

TO THE EDITOR OF THE SUN-Sir: If we had a socialist Government could I choose my occupa tion or profession? If I did, not like my work could I leave it and try something else? How many changes would be allowed among the workers in one year? Who would decide which were to change and which were to stay? How many changes of residence would be per

architecture for homes? What would be the relalive proportion of city and country population? What percentage of the people would be allowed to enter business or follow professions? Would ome professional men have great patronage and others none at all, or would we be obliged to patronize certain men in our own neighborhoods?
Who would select our journalists, actors, artists

and musicians? How many would be allowed to try these uncertain but fascinating profess Who would decide when these people h These are a few of the many thousand questions which Socialists should be prepared to answer. NEW YORK, January 7.

The Still Life. Still life upon the farm-What sylvan charm! Now let us sing. Loud let the chanson ring And simple wife, But of the manly hands that till The soil and tend the still! For with denatured alcohol The farmers, each and all, May still

Keep; any rural swain who's willing May do a little home distilling nd sell his distillation Throughout creation, He may be happy still.

And here's a bitter pill-

For redeve forty rod

He cannot quench his burning Thirst and case his yearning

The stuff that makes Large alcohotte lakes; His alcohol-Oh, bitterness and gall! Is locked within a tank Strong as a vaulted bank Till Uncle Sam comes 'round and dopes But still

Some joy is left-He is not all bereft. Some comfort still abides. Because the law provides. Though tedious labor mar And joy be flown afar. er, if he will,

SAPETY ON THE RAILROADS.

How Accidents Occur and What Could Bo Bone to Protect Travellers TO THE EDITOR OF THE SUN-Sir: During 1806 many serious railroad accidents occurred, culminating in the horrible disaster on the Baltimore and Ohio Railroad. It seems that as time progresses and contrivances for safety increase, more accidents occur. Passengers now risk their lives every time they trust themselves to a train. Railroad travel has become decidedly more dangerous

than travelling on the water, the perils of the sea being-almost negligible in comparison. Most of the causes of these numerous accidents may be grouped under three heads, as follows: First, defects in railroad beds or track, such as landslide, spreading of tracks. &c., and defects in engine or train apparatus, such as breaking of axles, bursting of boilers &c.: /second, negligence of train despatchers third, negligence of engineers in disregarding or mistaking signals.

The least preventable of these causes on the part of the railroad is the first, as a part of a car mechanism or a track often gives way after the most careful inspection. It is the last two, especially the third cause, of which I wish to speak.

Many engineers take criminal chances in disregarding signals, or in running by the signals where signals are expected, because the atmosphere is clouded by smoke or fog. They often assume that the absence of a langer signal spells safety, without regard to the surrounding circumstances. They will run right through a fog at the usual high rate of speed, not realizing that they may be passing a danger signal that has been obscured. Now, running past a signal the by an engineer simply because it is obscure

situation of which is known and expected by an engineer simply because it is obscured is exactly as reprehensible as running into a train showing red lights 200 feet or so ahead. Let every engineer always keep his eyes wide open and be ever watchful, but never let him take anything for granted.

All kinds of chances are taken, too, by engineers whose trains are late, all of which acts are criminal negligence, if not worse. Public safety is vastly more important than public convenience. The duties of an engineer are manifold, but the traits that are indispensable as far as the public is concerned are courage, a desire not to take any chances, however slight, that may result in disaster to passengers, and a clear head, which involves not only good eyesight but also a logical brain that assumes nothing without tangible proof—signals:

It thus behooves railroad companies to be most exact and careful in the selection of their engineers, who should be men of high intelligence and character. The same may be said of train despatchers, whose blunders are often unpardonable. At the same time it must always be remembered that no railroad employee should be worked so long at one time that his efficiency is impaired, for in such a case the employer is the real one to blame in case of accident, not the overworked, fagged out employee.

The time seems ripe in view of the increasing railroad accidents for the appointment of State boards whose duties shall be thoroughly to investigate the railroads in their respective jurisdictions, including the personnel of the employees, safety devices, material of trains, routes, number of passengers carried and such other matters as may properly secure to the public reasonable safety and assurance while travelling on railroads.

New York, January 7. Public Safety.

BALLOT REFORM.

An Independent Voter's Comments on the Recommendations of Gov. Hughes,

TO THE EDITOR OF THE SUN-Sir: In his message to the Legislature Governor Hughes virtually recommends the adoption in our State of the Australian ballot. He intimates, hough, that it will be necessary to add party emblems. The Constitution guarantees all citizens the right to vote and the absence of party emblems would really exclude some voters, because an educational test would thereby be established. Any law which failed to provide emblems would apparently e declared unconstitutional.

One of the objections to such a ballot is that a large number of voters vote only for the head of the ticket. The abolition of the party column results in the grouping of the candidates for each office under one All of the candidates for Governor are named

All of the candidates for Governor are named first, then those for Lieutenant-Governor, and so on. Many voters enter the booth, just put a cross before the name of the Governor, then fold the ballot and fail to vote the rest of the ticket.

This is hardly a fatal objection to the proposed ballot. On the contrary, the power of the independent and discriminating voter is increased. The political schemers always increased. The political schemers always plot to head the ticket with a name that will attract votes. As most of the voters are straight ticket men, every man now votes for a number of candidates whom he does not know and whose records will hardly bear inspection. Under the Australian system straight ticket voting is done for and the power of voters of that class is greatly lessened.

sened.

It is safd that the head of the ticket in Massachusetts polls a great many thousand more votes than the second man on the same ticket with him. This being so in that State, a little reflection will show us that a far greater than the same to the same ticket with him.

little reflection will show us that a far greater number proportionately would vote only for the head of the ticket in New York. We have a considerable number of illiterates and citizens who speak other languages and are unable to master English.

It is probable that the new law would greatly reduce bribery and corruption. Most of the voters who could be influenced are men who would be unable to vote a ticket from top to bottom. As most of the politicians are interested in the ticket below the chief candidate they would find the bribed voter unable to deliver the goods.

It is safe to say that independent voters would rejoice if the Governor's recommendations should result in the proposed reform.

FRANK O'RIAN.

WEST CHESTER, January 6.

WEST CHESTER, January 6.

The Altar of Westminster Cathedral.

From the London Tribune.

The altar consists of a huge block of Cornwall gray granite. unpolished, but fine axed. It is twelve feet long and four feet wide, without any gradus—the six great candlesticks, with a crucifig of corresponding size, standing alone upon it, as at St. Peter's in Rome, in perfect simplicity.

The baldachine, on the other hand, is a gorgeous

piece of work on which no labor or expense has been spared. It consists entirely of marble, deco-rated lavishly with lapis lazuli and mother-of-pearls It is supported on eight great pillars of yellow Veronese marble. The pillars are triumphs of quarrying. Nothing of the kind has ever been attempted before, and it was doubtful whether columns of such proportions could be produced in single pieces. They rest upon han f verde antico inset with panels of purple brescia. At the top of the pillars magnificent capitals of white marble support a perfect marble canopy. The platform beside the altar and the steps leading to the "core" are beautifully inlaid with panels of

But no description or photograph or drawing can convey an idea of the wonderful fic ent light which is reflected from the altar when fully illuminated. The baldachino by the architect to be the jewel of the cathedral. and his aim has been realized. The brilliance of the effect is, of course, heightened by the sombre color of the brick walls around and the vasiness of the cathedral. The baldachino is in height or as high as an ordinary three story house, but is nevertheless in perfect prope and harmony with the great building. It will serve also to indicate to those who cannot hope to see the completion of the cathedral what a mag nificent place it will be when it is finished.

New Field for Federal Activity.

TO THE EDITOR OF THE SUN-Sir: Is not the preservation of human life on the railroads as important as rate regulation? It comes pretty close to murder when many deaths occur annually which might be avoided. Why is this the only civilized country in the world where human life is not held sacred? Nowhere in the civilized world is the report of accidental death received by the community with such indifference.

lishment a department of experts to investigate every accident and report minutely on the cause. and if it were the duty of this commission to in vestigate methods and devices that would author in preventing accidents, as well as to experiment in the same direction, all with the eventual object mmending legislation embodying the results of their investigations, we should put the operation of railroads on a scientific basis.

New York, January 7. H. C. Torret.

The five cities in which the largest amounts of wood pavement are found are in order. Indianap-oils. New York, Minneapoils. Toledo and Boston. Together these cities have more creosoted wood pavement than all other cities in the United States combined. The total amount of this pavemen in use in this country at the end of the year 1905 was about 1,400,000 square yards, equivalent to rly eighty miles of pavement on a street thirty